



REF 2011-03

ORIGINAL

COMMONWEALTH of VIRGINIA

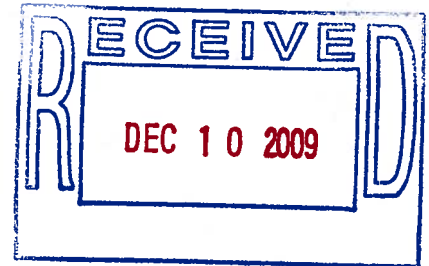
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Virginia Port Authority
600 World Trade Center
Norfolk, Virginia 23510-1679
Telephone (757) 683-8000
Fax (757) 683-8500

Jerry A. Bridges
Executive Director

December 8, 2009



Charles M. Badger, Director
Virginia Department of Rail and Public Transportation
1313 East Main Street, Suite 300
Richmond, VA 23219

RE: Rail Enhancement Funding Application
Craney Island Rail Connector

Dear Charles,

The enclosed Rail Enhancement Funding (REF) application package, submitted on behalf of the Virginia Port Authority (VPA), is seeking funding assistance for preliminary engineering, environmental evaluation, right of way acquisition, and design services for the construction of the Craney Island Rail Connector (CIRC) Project.

The CIRC is the planned multimodal rail corridor connecting the future Craney Island Marine Terminal (CIMT) to be constructed on the Craney Island Dredged Material Management Area (CIDMMA) Eastward Expansion to the Commonwealth Railway mainline track, through the APM Terminal rail interface, and along the Commonwealth Railway Mainline Safety Relocation Project route in the median of S.R. 164 to the tie-in near Pughesville Road.

The need for the CIRC is driven by the operational requirements and economic benefits forecast for the Craney Island Marine Terminal. The CIRC will provide the required direct rail access to CIMT and the ability to stage and sequence long trains without obstructing the mainline track. With its ability to transport 50% of the terminal's inbound and outbound containerized cargo forecasted to move by rail, the project will reduce congestion and potential train movement delays at the APM rail interface, thus contributing to the reduction of future rail and road network congestion elsewhere in the region.

VPA, through revenue generated from Virginia International Terminals (VIT) terminal operations (as opposed to Commonwealth Port Funds provided by the Commonwealth of Virginia), will provide a 30% match totaling \$6,030,000. The requested Rail Enhancement Funds amount to 70% or \$14,070,000.

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Please let us know if you need any additional information, and if a briefing would facilitate a better understanding of the CIRC, and the importance of this funding application.

Sincerely,

A handwritten signature in blue ink, appearing to read "Kevin P. Abt", with a stylized flourish at the end.

Kevin P. Abt, P.E.
Chief Engineer
Virginia Port Authority

enclosures



**Rail Enhancement Fund
Project Application Form**

Internal Use

DRPT Tracking #

Date: 08 Dec 2009

A. Name of Applicant (Name and Address)

Virginia Port Authority

600 World Trade Center

Norfolk, VA 23510

Applicant type:

☐ Passenger Railroad

☐ Freight Railroad

☐ Locality

☐ Business

☒ Other Regional Agency

B. Contact Information:

Responsible Person/Title: Jeff Florin/Deputy Executive Director, Operations, COO

Telephone: 757-683-2150 Fax: 757-683-2151 Email: jflorin@portofvirginia.com

Project Manager/Title: Kevin Abt/Chief Engineer

Telephone: 757-683-2139 Fax: 757-683-2151 Email: kabt@portofvirginia.com

C. Project Title: Craney Island Rail Connector Design

D. Project Location: (City/County, Rail line, Railroad Mile Post, attach map)

Runs southwest from proposed Craney Island Marine Terminal (CIMT) to APM Terminal, and then runs parallel to the Commonwealth Railway along median of Route 164 Western Freeway to Route 17. See Figure 1.

E. Owner of Property/Right-of-Way/Facility/Personal Property:

Virginia Port Authority (Planned acquisition of property, easements, and right of ways)

F. Responsible Party for Continuous Maintenance of Project: Virginia Port Authority

G. Project Information:

1) Description of Project:

The Craney Island Rail Connector (CIRC) will be a multimodal rail corridor connecting the future Craney Island Marine Terminal (CIMT) on the Craney Island Dredged Material Management Area (CIDMMA) Eastward Expansion to the Commonwealth Railway mainline track.

The CIRC will run southwest from the CIMT, through the APM Terminal interface, and then west along the median of the Route 164 Western Freeway, parallel to the Commonwealth Railway mainline track where it will intersect with the mainline track at the bridged overpass at Route 164 and Route 17. Figure 1 shows the alignment of the proposed CIRC corridor and affected properties.

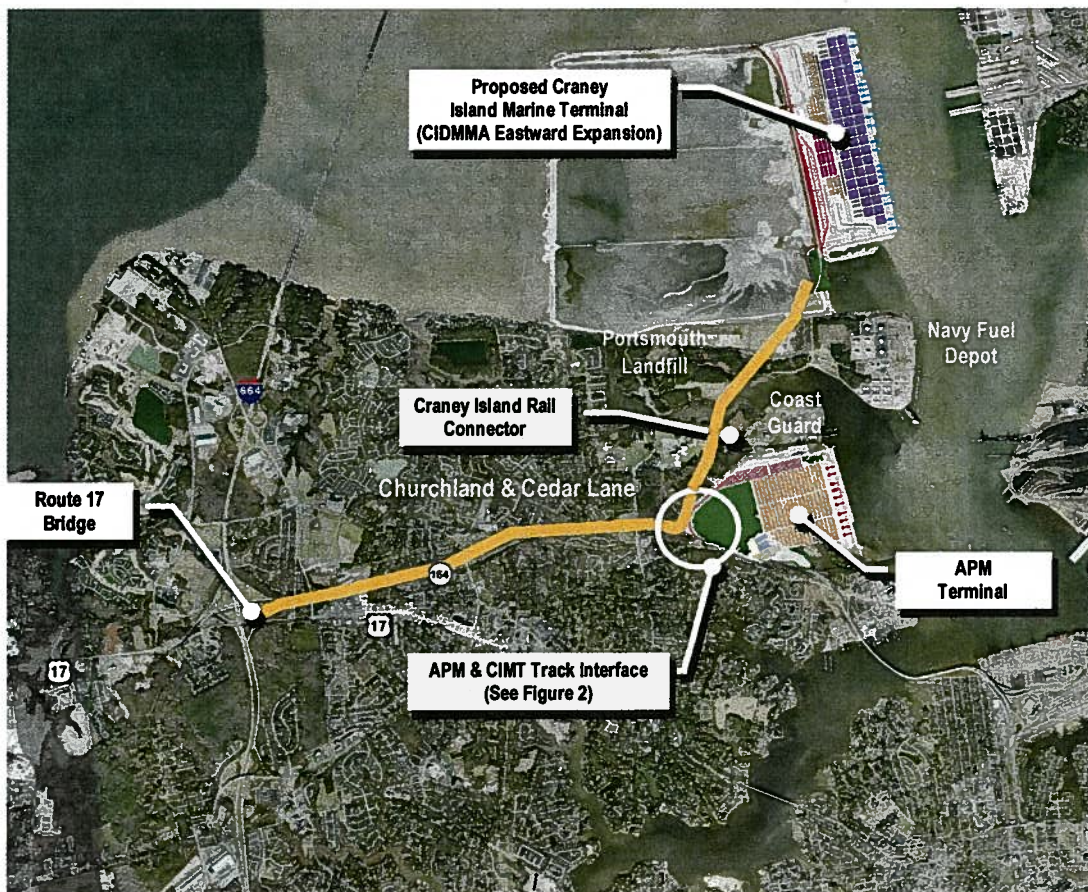


Figure 1: Craney Island Rail Connector and Surrounding Area

The CIRC is divided into two phases. Phase I of the project is the construction of a second siding track in the median of Route 164 from the Highway 17 Bridge to the APM Terminal track interface and a direct connection to APM terminal's rail yard. An outstanding issue necessary to

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complete Phase I construction is a small right-of-way acquisition at the intersection of the rail with Route 17. The Governor approved \$9 million in American Reinvestment Recovery Act (ARRA) stimulus funds to cover the Phase I construction. However, right of way acquisition is excluded from ARRA and separate funding for this acquisition is required.

Phase II includes the planning and design of a section of track from the APM Terminal to CIMT. Phase II, from APM Terminal to CIMT, is in the advanced planning stage, and will require the development of a design-build request for proposal, along with preliminary engineering and detailed design work, to include environmental assessment/permitting, route/site surveying, geotechnical analysis, and utility mapping.

It is requested that the original, approved REF grant submitted in January 2009, be deleted and this revised submittal be considered. The revised costs in this REF grant cover the acquisition of right of way, funds to begin Phase II Preliminary Engineering and Design as well as continuation of engineering to 30% design so that the CIRC construction work may be completed as a design-build project.

2) Project Objective:

The objective of the CIRC is to support the construction of, and then operation of, the Craney Island Marine Terminal. Construction of the CIMT may begin as early as 2018 to support CIMT Phase I operations beginning in 2022. At a cost of over \$400 Million, Phase I construction of the terminal will require massive amounts of construction materials to be transported to the site, and the site currently lacks adequate access.

Once Phase I CIMT construction is complete, the CIRC will be used as the intermodal connection to the new terminal and will be able to transport up to 50% of the terminal's inbound and outbound containerized cargo by rail.

The CIRC will provide direct rail access to CIMT, and serve as a siding track parallel to the mainline, providing flexibility of access to multiple rail operators simultaneously. This will increase the operational capacity of the Commonwealth Railway to allow the APM Terminal to stage and sequence long trains without obstructing CIMT inbound or outbound rail flow on the mainline track. The project will reduce congestion and movement delays at the APM rail interface, thus contributing to the reduction of future rail network congestion problems elsewhere in the region.

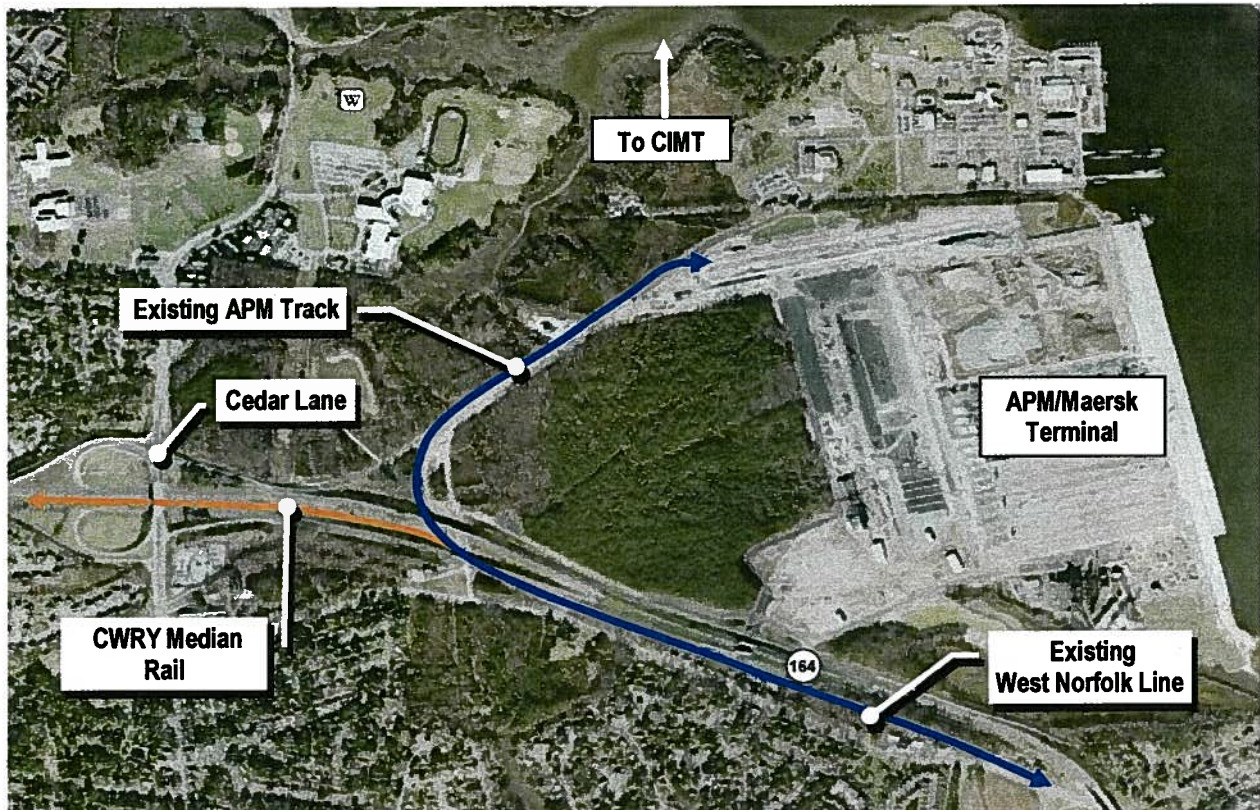


Figure 2: APM and CIMT Track Interface

Figure 2 shows a close up of the existing APM and CIMT track interfaces. Current train staging and sequencing operations at the APM Terminal are conducted using the existing APM Lead to the West Norfolk Line of the Commonwealth Railway. This operation involves the assembly, staging, and sequencing of very long trains (6,000 to 8,000 feet). Due to the shortage of track length at the APM terminal, this operation results in the obstruction of rail traffic movement along the Commonwealth Railway mainline track. Once the CIMT begins transporting containerized cargo by rail, this operation, as it is currently conducted, will result in significant obstructions and delays to CIMT rail movement. The proposed CIRC would provide over 19,000 feet of siding track parallel to the mainline track, which would facilitate free-flowing access to both terminals, and allow train assembly, staging, and sequencing operations to be conducted without obstructing mainline rail traffic movement.

3) Relationship to Other Projects under Development by Applicant or Previously Funded by this Program:

There are three projects relevant to the CIRC: Craney Island Dredged Material Management Area (CIDMMA) Eastward Expansion; construction of the Craney Island Marine Terminal (CIMT); and the Commonwealth Railway Mainline Safety Relocation Project (CRMSRP).

CIDMMA Eastward Expansion

The CIDMMA is a Federally-owned and U. S. Army Corps of Engineers (USACE) -operated dredged material placement area that is open for public and private dredged material from the Norfolk Harbor and adjacent waters. The CIDMMA has been in continuous use since 1957, serving the dredging needs of the Norfolk Harbor. Originally designed for a life span of 20 years, with a capacity of 96 million cubic yards, the CIDMMA has over 225 million cubic yards of dredged material deposits as of the end of 2004. Without adding additional dredged material placement capacity, the CIDMMA is projected to reach its useful life in 2025.

To extend the useful life of the CIDMMA, the USACE completed an Environmental Impact Statement in 2006 which recommended an eastward expansion. Encompassing 580 acres, the expansion would not only extend the useful life of the CIDMMA, it would provide additional acreage for long-term berthing and landside port facilities, and possibly serve as a logistical and tactical area supporting deployment of national defense forces. At an estimated project cost of \$712 million, construction of the supporting dikes is scheduled to begin in 2010 followed by filling with dredge material beginning in 2012.

Craney Island Marine Terminal

Shipment of marine containers through the ports of Hampton Roads has been growing rapidly and is projected to more than double in volume by 2030. To support this demand, the VPA developed a plan for its fourth marine terminal in the Hampton Roads area which would be located on the 580 acre eastward expansion of the CIDMMA. CIMT will provide 8,400 linear feet of wharf, 28 Suez-class cranes, and an on-terminal Intermodal Container Transfer Facility. Terminal construction will be in four phases, with the first phase scheduled to begin as early as 2018, with completion sometime in 2022.

The Phase I terminal will provide a capacity of handling 1.3 million twenty-foot equivalent-length units (TEUs) of containerized cargo. Final Phase IV terminal build-out will be completed by 2034, and provide a 5.0 million TEU capacity. Total project cost is estimated at \$1.7 billion.

At peak capacity, 50% of the containerized cargo will move by rail: 1,429,000 containers/year, which equates to approximately 3,900 containers/day or 19 to 20 trains/day traveling to and from the CIMT. Movement of this cargo will require a well-designed multi-modal link between the CIMT and the existing road and rail transportation network located about 2 miles south of the CIDMMA. By increasing rail cargo movement up to 50 percent, CIMT truck traffic and congestion on Commonwealth highways will be significantly reduced, and air emissions will also be curtailed.

Commonwealth Railway Mainline Safety Relocation Project (CRMSRP)

VPA is the lead state agency for this project, costing approximately \$60 million. The first phase of the project, partially funded with \$4.8 million in FY 07 Rail Enhancement Funds, is complete and involved the environmental review and preliminary engineering for the relocation of the

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existing Commonwealth Railway (CWRY) mainline track to the medians of I-664 & Route 164 from APM to Pughesville Road. The second phase of the project includes final design and construction of a single track for the entire project length. Construction of this project is now 98% complete and scheduled to be complete by Spring 2010.

4) Describe the Public Benefit of Project. Identify significant types of benefits and beneficiaries from this project. (See Attachment A)

Together with the eastward expansion of the CIDMMA, the CIMT will provide over \$5 billion in total state and regional economic activity, create more than 54,000 new port-related jobs paying over \$1.7 billion in annual wages, and generate state and local tax revenues of \$155 million per year. This significant economic impact will come from marine terminal design and construction, terminal and port related containerized cargo transportation operations, and import-export supply chain distribution center operations.

The economic impacts of the CIMT will go far beyond terminal construction and port operations to impact various interdependent economic sectors within the entire Hampton Roads community. The CIRC will be critical to efficient and effective CIMT transportation operations, and through its direct road and rail corridor provide vital access to the region's and nation's multimodal transportation network.

This project supports the following VTrans2035 goals:

- a. Provide a safe, secure and integrated transportation system that addresses the needs of the Commonwealth *by providing an alternate means through which containerized cargo can be transported by rail vice truck, thus helping to decrease traffic volume on Commonwealth highways.*
- b. Facilitate the efficient movement of people and goods and expand choices and improve interconnectivity of all transportation modes *by increasing the efficiency and effectiveness of rail transport and decreasing the number of truck movements along Commonwealth highways.*
- c. Improve Virginia's economic vitality and provide access to economic opportunities for all Virginians *by increasing Port competitiveness and providing vital access to regional and national markets and multimodal transportation networks.*
- d. Improve the quality of life for Virginians and the coordination of transportation, land use and economic development planning activities *by shifting some of the marine terminal transportation load from road to rail, thus reducing congestion on Commonwealth highways.*

The project also supports the following Virginia State Rail Plan goals:

- a. Promote safety and security *by reducing the number of trucks on Commonwealth highways by providing the means to shift up to 50% of marine terminal containerized cargo transport to rail.*
- b. Improve system capacity, reliability and speed *by facilitating increased container throughput at CIMT and mitigating highway traffic congestion.*

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- c. Improve intermodalism, connectivity and mobility by *increasing the rail share of intermodal traffic at CIMT, and enabling an additional main line rail carrier, CSX, to have access to CIMT.*
- d. Improve Virginia's economic competitiveness and quality of life by *reducing the cost of handling containers at CIMT, reducing congestion on roads, and reducing air pollution by reducing truck traffic from terminal operations.*
- e. Support Virginia DRPT Public-Private partnership efforts and program delivery by *ensuring the project provides an excellent return on investment in terms of enhanced productivity, air quality improvement, and reduced congestion.*

5) Attachment A – Project Data Information Form – Must be completed by Applicant and submitted with this application.

H. Type of Project:

- 1) ☒ New Construction ☐ Rehabilitation ☐ Study
- 2) ☒ Rail Infrastructure ☒ Rail Facility/Station
 ☐ Equipment/Rolling Stock ☐ Signals/Communication Equipment
- 3) Other _____

I. Application Scope of Work Covers:

☐ Entire Project ☒ A Phase of a Multi-Phase Project ☐ Completion Phase

J. Project Budget Summary:

Preliminary Service, Engineering, or Feasibility Study	\$ 6,000,000
Environmental Evaluation	500,000
Design Engineering	8,000,000
Right of Way Acquisition	5,600,000
Construction	152,000,000
Construction Management	4,500,000
Lease/Acquisition of Equipment	N/A
Public Involvement (if applicable)	N/A
Other _____	N/A
 Subtotal Project Budget	 \$176,600,000
 Total Project Budget	 \$176,600,000

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K. Attach detailed budget and schedule information. If the project is for final design, construction or procurement; then plans, specifications and reports to a preliminary engineering level (approximately 30%) should be provided to support the project cost and major features (if applicable). A sample budget and schedule is included in Appendix D.

L. Rail Enhancement Funds Requested in this Application: \$14,070,000
Maximum 70% of Total Project Budget. Do not include any previous allocations or future phases.

M. Local Match Required by Applicant: \$ 6,030,000
At least a minimum 30% of Total Project Budget
If Overmatch, Provide Percentage _____

1) Match Breakdown by Source (Including any in-kind match)

- a. Provider of Local Match Virginia International Terminals
- b. Status (confirmed/anticipated) Confirmed
- c. Attach justification for value of in-kind match.

2) Other Funding Sources Beyond Match Requirement

- a. Provider of Overmatch _____
- b. Status (confirmed/anticipated) _____

N. Project implementation schedule (based in months). List major milestones of the project, including environmental review and public involvement points if applicable.

Phase I construction is planned to begin in early 2010 concurrent with Phase II PED. Phase I construction should be complete by December 2010. Phase III design will begin in 2012 with construction beginning in 2014.

O. Statement of how this project promotes or does not preclude dual/multi-access use.

Both Class I Railroads (Norfolk Southern and CSX) will have access to the CIMT and APM via the Commonwealth Railway short-line.

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P. List additional users of rail line, facility, and/or equipment.

Commonwealth Railway will provide access to both Class I Railroads. The CIMT will be a public use facility, expected to serve all of the 40+ shippers that move goods through the port.

Q. Identify any possible environmental or other issues/concerns within the scope of this project.

Anticipated environmental challenges that may be associated with project include: APM Restrictive Covenant Modification; Wetlands Mitigation.

Required Attachments:

Application is not complete without items 1-6 completed by the Applicant and submitted with the Application. Items 1-4 can be found on the DRPT website:

<http://www.drpt.virginia.gov/projects/ref.aspx>

- 1. Attachment A - Project Data Information Form (Provided)**
- 2. Attachment B - Application Checklist (Provided)**
- 3. Data Request Form (Provided electronically in Excel)**
- 4. Detailed cost, budget and schedule. Include preliminary engineering to 30% report, if applicable (Sample in Appendix D)**
- 5. Certification of Match/% of Match/Documentation of Source of Match Including Defined Match Source (To be provided by Applicant)**
- 6. Certification of Additive Investment (To be provided by Applicant)**
- 7. Statement from the Applicant/Owner of the facility that the SWAM participation goals will be achieved by the project.**
- 8. Statement from the owner of the facility that acknowledges the Commonwealth will have a public interest in the facilities, materials, equipment and improvements funded or impacted by this project (To be provided by Applicant/Owner)**

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Application and Attachment Certification

To the best of my knowledge all information contained in this application and its attachments is true. The information provided to the Virginia Department of Rail and Public Transportation (DRPT) is subject to full disclosure except where protected by Virginia Code. Any additional documentation related to this application will be provided to DRPT upon request.

Authorized Signature and Title:



Date: 12-8-09

Kevin P. Abt, P. E.
Chief Engineer
Virginia Port Authority

Rail Enhancement Fund
Project Application Form
Craney Island Rail Connector Design

8 December 2009



**Rail Enhancement Fund
Project Application
Completed Application Submission Information**

One signed original, twelve copies, and an electronic copy in pdf format of the completed application and required documentation must be mailed under applicant cover to:

Director
Virginia Department of Rail and Public Transportation
600 East Main Street, Suite 2102
Richmond, VA 23219

Rail Enhancement Fund
Project Application Form
Craney Island Rail Connector Design

8 December 2009



Rail Enhancement Fund
Project Application

Internal Use

DRPT Tracking #

Attachment A
Project Data Information Form

Date: 08 Dec 2009

Name of Applicant and Project

Virginia Port Authority – Craney Island Rail Connector Design

General Instructions: Please complete the following forms that apply to the project application.

- For Freight Service projects, complete forms A1, A2 and A5
- For Intercity/Amtrak passenger projects, complete forms A1, A3 and A5
- For Commuter/VRE passenger projects, complete forms A1, A4 and A5
- For projects that involve benefits to both freight and passenger projects, form A1 and forms A2-A4 that apply must be completed. For each completed form A2-A4, a form A5 must be completed for each category for projects resulting in multiple project benefits.

Terms:

Project Cost and Construction Period: Form A1 shall be completed with total project cost by year of expenditure with total DRPT cost identified by year of expenditure. This section must be completed for all project applications.

Demand Characteristics: This category of information relates to the additional demand for rail service (including freight and passenger) due to the project. This additional demand must be over and above baseline conditions that currently exist. The specific data to enter here defines initial demand, steady state demand, and the years until steady state demand is achieved.

Steady State Demand: This term refers to the point at which the project benefits/demand have reached a long-term, sustainable level.

Project Impact on Travel Distance: This category of information includes the distance that would be traveled by vehicle or train. All distances should be limited to miles within Virginia. The distance should relate directly to the project-impacted area.

Demand Characteristics for a 15-year Performance Period: This term refers to the project output by performance year, which will be utilized to determine the public benefits and to determine the performance requirements over the 15-year Performance Period of the Grant Agreement.

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Project Application Form
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Attachment A
Form A1 – Project Cost and Construction Period

Year	Total Project COST	Total DRPT COST
2010	\$ 4,600,000 ⁽¹⁾	\$ 3,220,000
2011	\$ 3,500,000 ⁽²⁾	\$ 2,450,000
2012	\$ 6,000,000 ⁽³⁾	\$ 4,200,000
2013	\$ 6,000,000 ⁽³⁾	\$ 4,200,000
2014	\$53,500,000 ⁽⁴⁾	----
2015	\$51,500,000 ⁽⁴⁾	----
2016	\$51,500,000 ⁽⁴⁾	----
Total	\$ 176,600,000	\$14,070,000

Notes:

- 1) \$1.6M for Phase I R/W Acquisition plus \$3.0M for Phase II PED/ENV
- 2) Phase II PED
- 3) Phase II Design, Acquisition, and Utility Relocations
- 4) Phase II Construction

Use Form A-5 to provide demand characteristics for the 15-Year Performance Period.

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Attachment A
Form A2 – Freight Service

Demand Characteristics	CATEGORY	UNITS	VALUE
	Steady state demand – diversion of freight to rail (from trucks)	Railcars/Year	694,450
	First year of diversion	Railcars/Year	49,500
	Number of years until steady state	Number of Years	18

Project Impact on Travel Distance	CATEGORY	UNITS	VALUE
	Rail miles in Virginia (Existing routing before project)	Miles	2.46
	Rail miles in Virginia (routing after project completion)	Miles	7.01
	Number of years until steady state	Miles	15

Conversions	CATEGORY	UNITS	VALUE
	Railcars per Train	Railcars/Trains	100
	Rail tons per Railcar	Tons/Railcar	30.92
	Trucks per Railcar	Trucks/Railcar	4

Other	CATEGORY	UNITS	VALUE
	Change in Daily Delay for Freight Trains	Railcars/Trains	Not Applicable
	Reduction in Number of Rail At-Grade Crossings	Tons/Railcar	Not Applicable

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Use Form A-5 to provide demand characteristics for the 15-Year Performance Period.

Attachment A

Form A5 – Demand Characteristics for 15-Year Performance Period

Performance Year	Performance Value*
1	49,500
2	75,900
3	103,550
4	132,475
5	162,750
6	166,675
7	199,800
8	234,425
9	270,625
10	308,525
11	348,150
12	389,600
13	432,975
14	478,325
15	525,775
Total	3,879,050

* For Freight Service Projects – car loads or containers per year
For Inter-City / Amtrak Passenger Projects – passengers per year
For Commuter / VRE Passenger Projects – passengers per year

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Rail Enhancement Fund
Project Application Checklist
Attachment B

Internal Use
DRPT Tracking #

Date: 08 Dec 2009

Name of Applicant and Project:

Virginia Port Authority
Craney Island Rail Connector

Checklist for Application

1. Project is consistent with goals of applicable adopted state, regional and/or local plans.

☒ Yes ☐ No

2. Project is an Additive Investment to Virginia.

☒ Yes ☐ No

3. Project provides for, or does not preclude, shared or dual access opportunity.

☒ Yes ☐ No

4. Applicant has provided documentation and certification of at least a minimum 30% match.

☒ Yes ☐ No

5. Applicant has provided an environmental review plan and/or public involvement plan, if applicable, and required budget for this activity as outlined in Appendix D.

☒ Yes ☐ No

6. Application is complete, including signature and specified number of hard copies and an electronic (pdf file) copy; and Applicant has reviewed the Standard Agreement as provided in Appendix C.

☒ Yes ☐ No

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DATA REQUEST FORM

Select Service Type for Requested Project **Freight** -- Start Here

Application Status **COMPLETE**

PLEASE FIRST SELECT THE SERVICE TYPE FOR THIS PROJECT, THEN FILL IN DATA FOR ALL THE VARIABLES IN THE YELLOW BOXES, CHECK THAT THE APPLICATION STATUS READS "COMPLETE" TO MAKE SURE YOU'VE FILLED OUT ALL NECESSARY INFORMATION.

A. Freight Service and Infrastructure		Units	Value	Additional Instructions
1	Current Level of Service	Railcars	-	Enter the number of railcars hauled on the line associated with the project, for the previous year.
2	Service mileage - Total (existing)	Miles	2.46	
3	Service mileage - Virginia (existing)	Miles	2.46	Enter the average service miles before and after the completion of this project.
4	Service mileage - Virginia (after project)	Miles	7.01	Total service mileage would be greater than "Virginia only" if the track continues out-of-state.
5	Current annual tons of rail shipments	Tons	-	Enter the most recent completed annual figures.
6	Rail cars per train	Railcars / Train	100.00	Enter the average amount of rail cars per train.
7	Rail tons per railcar	Tons / Unit	30.92	Enter the average amount of rail tons per railcar.
8	Change in daily delay for freight trains		-	Enter the deduction in delay time upon project completion in hours per day, per freight train. Enter as positive.
9	Reduction in number of rail crossings	Number of crossings	-	If applicable, enter the number of street/rail crossings eliminated due to project completion.
10	Truck trip length	Miles	7.01	Enter the distance cargo would have to (or currently) travel(s) by truck. Distance should be comparable to the Virginia only miles shown in item 4.

B. Passenger Service and Infrastructure		Units	Value	Additional Instructions

C. Cost Estimate		Year	Total Cost	DRPT Cost	Year	Total Cost	DRPT Cost
<p>* Please read the following before filling out "Cost Estimate". Enter the dollar amount of the total project cost estimate to complete the entire project under the column labeled "Total Cost" in the corresponding year. Total Cost estimates should include all the costs associated with the project, not solely the phase or portion of the project requesting DRPT funding. Insert the dollar amount of the funding requested by DRPT under "DRPT Cost."</p> <p>Total Cost \$ 176,600,000.00 DRPT Cost \$ 14,070,000.00</p>	1	4,600,000.00	3,220,000.00	11			
	2	3,500,000.00	2,450,000.00	12			
	3	6,000,000.00	4,200,000.00	13			
	4	6,000,000.00	4,200,000.00	14			
	5	53,500,000.00		15			
	6	51,500,000.00		16			
	7	51,500,000.00		17			
	8			18			
	9			19			
	10			20			

D. Additional Demand Estimate		Year	Railcars	Passengers	Year	Railcars	Passengers
<p>* Please read below before filling out "Additional Demand Estimate". Enter the estimated increase in demand for railcars/passengers in the corresponding year. NOT NECESSARY TO FILL OUT THE DEMAND FOR ALL YEARS, BUT A MINIMUM OF 15 YEARS IS REQUIRED. If demand is expected to increase after 2031, please enter the estimated growth rate of demand after 2031 in the box below.</p> <p>Growth Rate 5% Total Railcars 3,879,050 Total Passengers 0</p>	Opening Year	2017			2027	103,550	
		2009	0	0	2028	130,475	
		2017			2029	162,750	
		2018			2030	166,675	
		2019			2031	199,800	
		2020			2032	234,425	
		2021			2033	270,625	
		2022			2034	308,525	
		2023			2035	346,150	
		2024			2036	389,600	
		2025	49,500		2037	430,975	
		2026	75,900		2038	478,325	
					2039	525,775	

Rail Enhancement Fund
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Project Schedule

Calendar Year	2009				2010				2011				2012				2013				2014				2015				2016			
Quarter	1st	2nd	3rd	4th	1st	2nd	3rd	4th	1st	2nd	3rd	4th	1st	2nd	3rd	4th	1st	2nd	3rd	4th	1st	2nd	3rd	4th	1st	2nd	3rd	4th	1st	2nd	3rd	4th
PED																																
Environmental Evaluation																																
Design Engineering																																
Right of Way Acquisition																																
Construction																																
Construction Management																																
Project Complete																																

Detailed Project Budget Summary

Scope of Work

Amount

PED	\$ 6,000,000
Environmental Evaluation	\$ 500,000
Design Engineering	\$ 8,000,000
Right of Way Acquisition	\$ 5,600,000
Construction	\$ 152,000,000
Construct Management	\$ 4,500,000
Total Project Budget	\$ 176,600,000

Rail Enhancement Fund
Project Application Form
Craney Island Rail Connector Design

8 December 2009

Certification of Match

The Virginia Port Authority (VPA) has applied to the Commonwealth of Virginia for Department of Rail and Public Transportation Rail Enhancement Funds in the amount of \$14,070,000 to assist in funding the **Craney Island Rail Connector Design**. The percentage of Rail Enhancement Funding requested is 70%.

As an attachment to the funding application, this document certifies that VPA will provide a 30% funding match in the amount of \$6,030,000 from revenue generated from Virginia International Terminals (VIT) terminal operations (as opposed to Commonwealth Port Funds provided by the Commonwealth of Virginia), which constitutes the remaining balance of the estimated cost.



Kevin P. Abt, P.E.
Chief Engineer
Virginia Port Authority

Certification of Additive Investment

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This certifies that the Commonwealth of Virginia Rail Enhancement Funds requested in this application will add significant capital improvements to the state's rail infrastructure, and result in public benefits to the Commonwealth that are greater than the actual amount of public funds invested.



Kevin P. Abt, P.E.
Chief Engineer
Virginia Port Authority

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Statement from the Applicant
SWAM Participation Goals to be Achieved by the Project

This is to certify that the Virginia Port Authority will work to achieve the Small, Women-owned, and Minority-owned (SWAM) participation goals in the project for which these Rail Enhancement Funds are requested, as directed by Executive Order 33 (2006) from the Governor of the Commonwealth of Virginia.



Kevin P. Abt, P.E.
Chief Engineer
Virginia Port Authority

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Statement from the Applicant

Acknowledgement of Commonwealth Public Interest

This statement from the Virginia Port Authority acknowledges that the Commonwealth of Virginia will have a public interest in the facilities, materials, equipment, and improvements funded or impacted by this project.

A handwritten signature in blue ink, appearing to read "Kevin P. Abt", with a stylized flourish at the end.

Kevin P. Abt, P.E.
Chief Engineer
Virginia Port Authority